

DPD 3070-59

7 May 1959

MEMORANDUM FOR: Security Officer, DPD

THROUGH:

Chief, Administrative Branch, DPD

SUBJECT:

CHALICE Operations (C-124 Transport of

25X1

1. Reference your memorandum, same subject, dated 30 April 1959. The Operations Branch has reviewed your comments and the comments made by the couriers on the C-124 ferry flights.

2. Operations concurs with the statements made by the engineer of the third crew assigned to the flight. Overweight factor is not necessarily the cause of an aircraft requiring excessive ground roll prior to take-off. The ambient air temperature, the C-124 configuration, the altitude of the airfield, the runway surface, and pilot techniques are all contributing factors concerning distance of ground roll required before an aircraft may become airborne. In reference to increase in fuel consumption, there also are a number of factors concerned. Again, aircraft configuration, pilot techniques, excessive RPM and/or manifold pressure, outside air temperature, and unpredictable head winds are a few of the factors that would cause an increase in fuel consumption.

3. As you know, our entire operational concept is based upon the altitude at which the U-2 will fly. This altitude is directly proportional to the gross weight of the aircraft. It can be assumed that the weight given for any particular U-2 is within a few pounds or a few ounces of the actual weight of the aircraft. It is the opinion of the Operations Branch that operational factors other than over gross weight were the contributing factors to excessive ground roll for these C-124 ferry flights.

SIGNED

25X1

WFN:bm

1 - Addressee

1 - Ch, Admin

1 - AC, DPD

1 - C/ Materiel 1 - Ops subj 1 - Ops chron 1 - RI

Colonel

USAF

Chief, Operations Branch

SECRET

25 YEAR
RE-REVIEW